



MARTIN LUTHER KING, JR. DRIVE CORRIDOR TRANSPORTATION STUDY
PUBLIC MEETING SUMMARY
JANUARY 18, 2005
Draft as of March 1, 2005

I. INTRODUCTION

The January 18, 2005 public meeting was a significant next step in what has been a series of discussions with the community to listen and search for real understanding on what the transportation challenges and potential solutions are for the Martin Luther King, Jr. Drive Corridor. The goal of the meeting was:

- To provide a foundation for informed decision-making by presenting information on existing and future conditions;
- To propose draft study goals and objectives;
- To review of issues and needs along the corridor that were previously identified by the community; and
- To develop lists of solutions that address four specific planning areas: transportation, land use, urban design, and housing.

II. DISCUSSION GROUP PROCESS

More than 50 participants attended the event and were asked to join one of the four breakout groups. Discussions were facilitated by the Martin Luther King, Jr. Drive Corridor Transportation Corridor consultant team of Wilbur Smith Associates, Turner and Associates, and Dovetail Consulting. Each group was provided a map of the study area, a visual tool kit of potential solutions and improvement options and other resources to aid in the discussion.

III. SUMMARY OF RECOMMENDED SOLUTIONS

Facilitators recorded comments on maps and flip charts and a spokesperson was selected from each group. Following a lengthy discussion, each group presented a summary of recommended solutions to all attendees. The table below is a consolidation of all comments and recommendations received from each group.

Planning Area	Segment I <i>(Northside Drive to Lowery Blvd.)</i>	Segment II <i>(Lowery Blvd. to I-20)</i>	Segment III <i>(I-20 to Fulton Industrial Boulevard)</i>
Housing	Residential single family (low density) housing around MARTA Ashby Street Station	Residential single family (low density) housing along entire segment	Residential single family (low density) housing near Harlan Road
Housing	Preserve historic neighborhoods on each side of the corridor near Booker T. Washington High School		

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Housing			Safety and security issues at Park Place, Chateau De Ville and other older apartments – need redevelopment, revitalization
Housing			Need building improvements on several structures from Brownlee Road to Fairburn Road
Housing			Residential Multi-Family Medium Density Housing (need improved housing from MLK/FIB to MLK/Adamsville Drive)
Housing			Residential Multi-Family Townhomes (Low Density) from MLK/I-285 to MLK/FIB
Land Use	Preserve educational/cultural resources (historic area at Booker T. Washington High School at MLK/Whitehurst Drive)		
Land Use		Parks/Recreation (preserve Mozley Park)	Parks/Recreation (more landscaping around MLK @ Lynhurst Drive
Land Use	Create mixed use development (office retail) near Vine City MARTA station	Create mixed use development (office retail) between West Lake Avenue and Holmes Drive	Create mixed use development (office retail) along entire segment
Land Use		Create mixed-used development (commercial/residential) @ West Lake Avenue and I-20	
Land Use		Maintain greenspace (remove trash) at I-20 exit @ West Lake	

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Land Use	Create mixed use development (residential/retail) near Ashby Street MARTA station	Create mixed use development (residential/retail) <ul style="list-style-type: none"> ▪ @ 2181 and 2183 MLK Drive ▪ @ MARTA West Lake station 	
Land Use		Build industrial warehouse facility at 2492 MLK (Meinecke Car Care Center)	
Land Use			Create open space (type 1), currently an eye sore between Peyton Place and Harlan Road
Land Use			Create open space (type 2) around Harlan Road
Land Use			Create open space (type 1) between Holmes Drive and Linkwood Road
Land Use		Commercial/Retail development at Holmes Drive	Create commercial/retail development between Holmes Drive and Linkwood Road
Land Use			Commercial Retail Low Density <ul style="list-style-type: none"> ▪ around MLK @ FIB ▪ around MLK @ Cox Drive ▪ around MLK @ Linkwood Drive
Land Use	Commercial Restaurant/Outdoor Café	Commercial Restaurant/Outdoor Café <ul style="list-style-type: none"> ▪ around MARTA West Lake Station ▪ around MLK and Rockmart Drive 	Commercial Restaurant/Outdoor Café between Sheffield Drive and Lynhurst Drive
Land Use	Commercial Retail (High Density) @ MLK/Sunset	Commercial Retail (High Density) between West	Commercial Retail (High Density) @ Lynhurst

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	Density) @ MLK/Sunset Avenue	Density) between West Lake Avenue and Holmes Drive	Density) @ Lynhurst Circle and Lynhurst Drive
Land Use			Preserve/protect greenspace around Wilkins Lane/Cushman Circle/MLK
Land Use			Preserve/protect greenspace near Old Gordon Road
Transportation		Traffic calming - speed bumps along entire segment	Traffic calming – curb extensions around MLK @ I-285, and Treadwell Circle
Transportation		Pedestrian Improvement - crosswalks along entire segment	
Transportation		Intersection improvement at MLK and Holmes Drive	Intersection Improvement at MLK and Lynhurst Drive
Transportation		Pedestrian improvement - sidewalks along entire corridor	Pedestrian Improvement: Sidewalks around MLK and Fairburn Road
Transportation		Pedestrian Improvement - pavings and lighting along entire corridor	
Transportation		Bus Rapid Transit - direct service from West Lake MARTA station to Airport	
Transportation			Transit: MARTA Rail Service at MLK/FIB
Transportation			Transit Shelters (for entire length of corridor)
Transportation		Transit Oriented Development <ul style="list-style-type: none"> ▪ @ West Lake MARTA station ▪ @ Holmes MARTA 	Transit Oriented Development @ MLK and Harwell Road

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		station	
Transportation			Accommodate parking add Harlan Road and MLK
Transportation		Road Improvement: Landscaped Median (continuous) from West Lake Avenue to Holmes Drive to FIB	Road Improvement: Landscaped Median (continuous) from MLK/Fulton Industrial Blvd to MLK/I-285
Transportation	Road Improvement: Landscaped Median (continuous) for entire length of corridor and road widening		
Transportation		Provide bicycle only lanes and signs	Bicycle only lanes and signs (along entire segment)
Transportation		Bicycle Improvements	Multi-use trails (along entire segment)
Transportation		Traffic Signal Improvement: add signal at I-20 West Lake exit	
Transportation		Access Management: need adequate throat length at I-20 West Lake exit	
Transportation		Provide traffic signals with mast arms ▪ Holmes Drive	Provide traffic signals with mast arms at MLK and Middleton Road
Transportation		Widen MLK from I-20 @ West Lake to Holmes Drive	
Urban Design	Preserve and renew historic buildings, districts and landscapes around Ashby Street historic area		
Urban Design			Reinforce community identity and culture with civic buildings and public

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			gathering spaces
Urban Design			Adequately accommodate automobiles and respect pedestrians near MLK and I-285,
Urban Design			Design of buildings and streets should reinforce safe environments (lights from MLK/Fairburn to MLK/I-285)
Urban Design		Define streets and public spaces as shared use	Define streets and public spaces as shared use (MLK/Bolton Road to MLK/Adamsville)
Urban Design		Seamlessly link architecture projects to their surroundings: Make set backs for buildings near 2001 MLK Drive consistent	Seamlessly link architecture projects to their surroundings (MLK @ Lynhurst Drive – big vacant shopping center, opportunity for performing arts center/cultural facility)
Urban Design		Provide a clear sense of location: place historical marker (type 2) @ Amoco Station at West Lake Avenue and I-20	
Urban Design		Design based on local climate, topography, and history	Design based on local climate, topography, and history
Urban Design			Properly configure streets to encourage walking and allow neighbors to know each other and protect their communities
Urban Design		Provide a clear sense of location: <ul style="list-style-type: none"> ▪ place a marker (type 2) at Holmes Drive and MLK ▪ place a marker (type 	Provide a clear sense of location: <ul style="list-style-type: none"> ▪ place a marker (type 1 or 4) at I-285 and MLK ▪ place a marker

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		2) around West Lake Avenue area	(Welcome to Adamsville) ▪ place a marker (type 4) at MLK and FIB

Other solutions recommended by the community included:

- Proper zoning to support residential areas
- A police precinct along the corridor
- More goods and services, including grocery stores and post offices
- Entertainment and dining areas
- Beautification and landscaping along the corridor, particularly near I-285
- Increased transit service on weekends
- Create a sense of place and destination with retail shops and gateway markers at entry/exit points along corridor

IV. NEXT STEPS

Staff from the City of Atlanta Bureau of Planning and the consultant team will review the recommended solutions and use in the scenario development process.

The next round of public meetings to review scenarios is scheduled for the end of March 2005.